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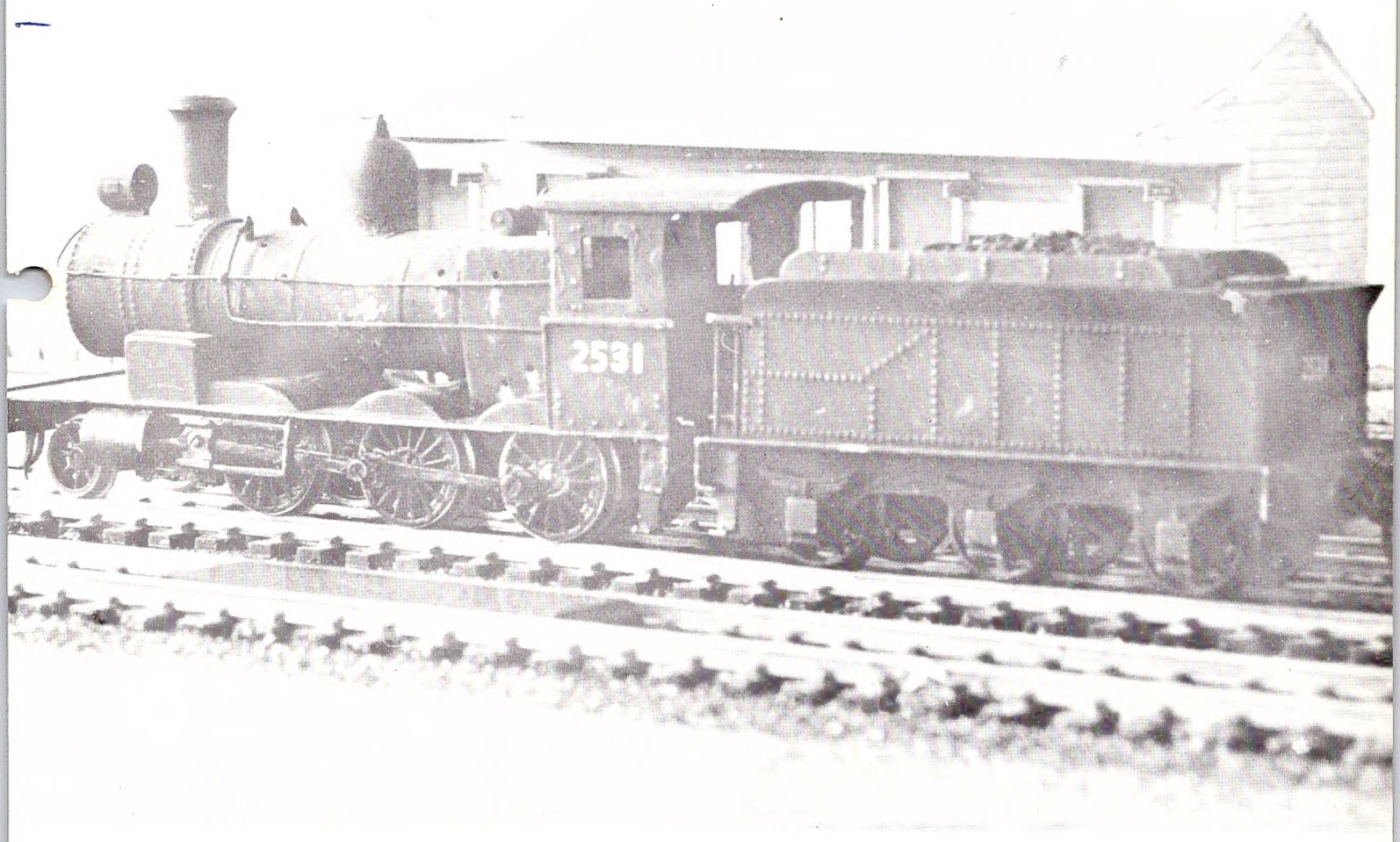

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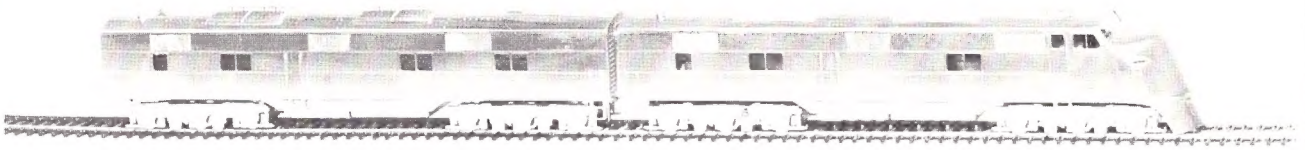

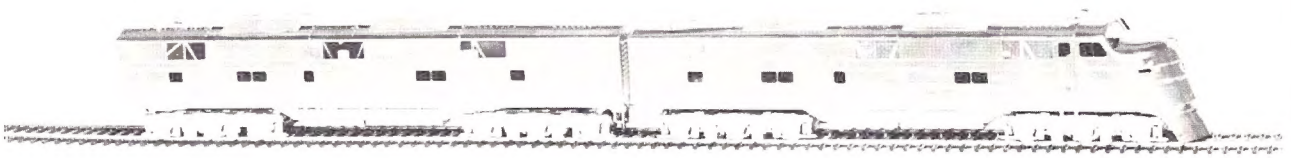

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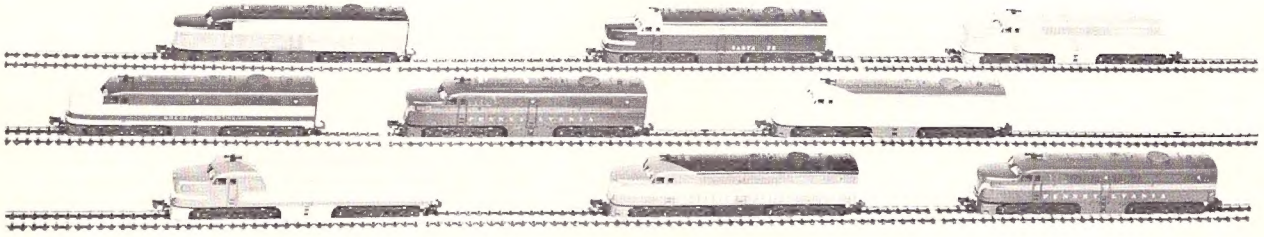

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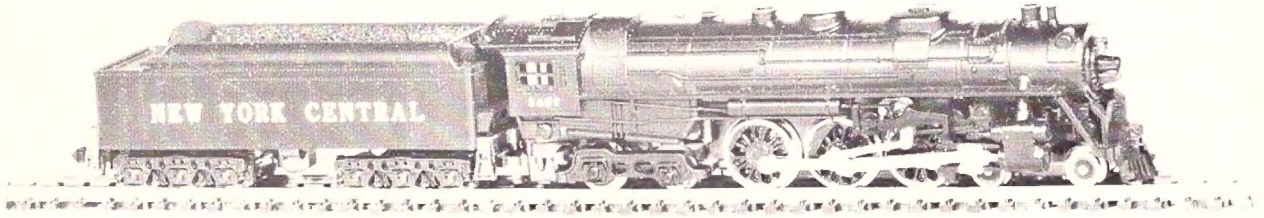

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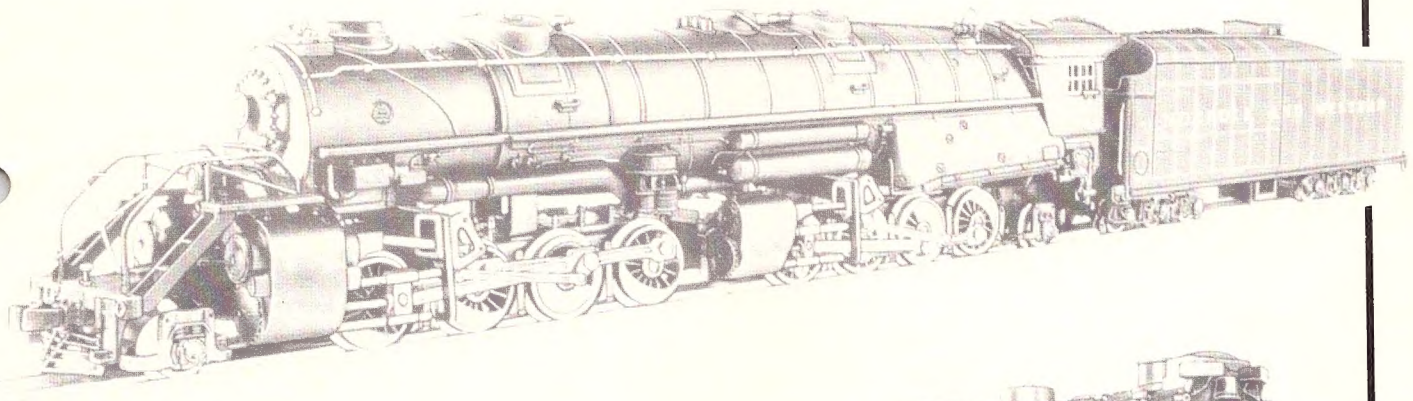

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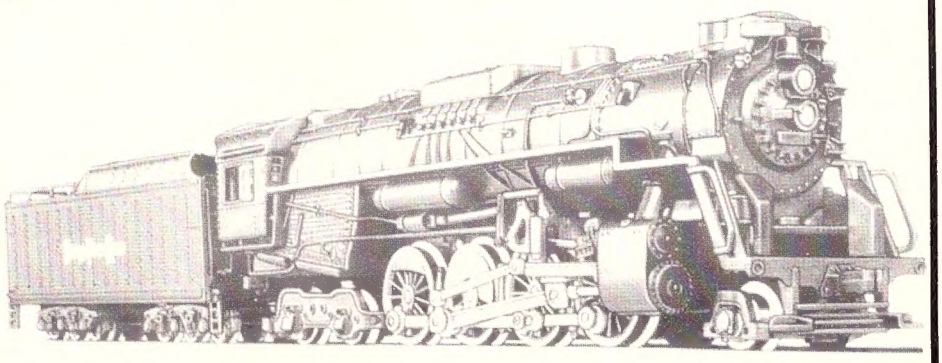

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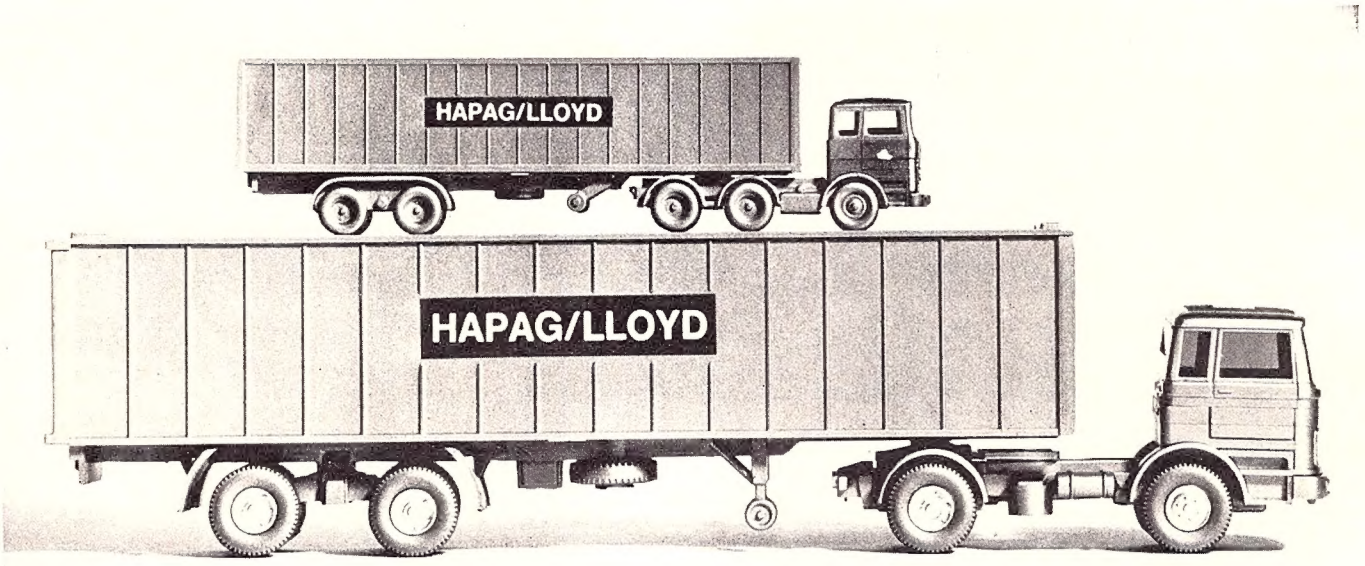

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Other News from "THE DOCKYARD". . . .

N scale fans will welcome the news that Minitrains have now commenced shipping us the MRC line of Diesel Locomotives. These comprise: RSD—15 High Hood's in Burlington and Pennsy heralds @ $13.95 ea.; RSD—15 Low Hood, A.T. & S.F. @ $13.95; SD—45's in A.T. & S.F., Burlington and P.R.R. heralds @ $12.50 ea.; GP—40's in A.T. & S.F., A.C.L., Burlington, Penn-Central and S.P. heralds @ $11.25 ea.; Alco C—420's in U.P., A.T. & S.F. and P.R.R. heralds @ $11.95; Alco FA—2's in A.T. & S.F., P.R.R. and C.&O. heralds @ $10.95; Plymouth WTD Diesels in A.T. & S.F., G.N., Burlington and P.R.R. heralds @ $7.95 and 0-6-0T Loco. @ $9.50. Supplies may be scarce at first, but will be available from all Minitrains' outlets. Try your nearest stockist and if not available, ask him to reserve your model from the next lot, expected in the New Year. . . Sekisui having developed the finest locomotives yet offered in N scale, before leaving the subject of 9 mm gauge, we should mention that Sekisui advise tooling is in hand for the Union Pacific "U—50" and that this model is expected to be ready ". . .sometime in 1971.". . .Interest narrow gauge modelling is on the increa and the introduction of HO/HOn3 dual gauge flexible track and turnouts, has undoubtedly been a major factor in the recent upsurge. The scope for interesting interchange and dual gauge track layouts is limitless and a further useful and fascinating aid for those laying dual gauge HO/HOn3 track is shortly to be made available by Shinohara. This is a Dual Gauge Transposition Track Section, the purpose of which is to throw over the common rail from one side of the track to the other. Achieved through the use of two fixed frogs, referred to in tramway jargon as "open mates". Both left and right hand pattern will be available and with advanced factory samples now to hand — watch these pages for our illustrated advertising soon. . . . First stocks of the fine HO "Train Miniature" line of plastic Loco. and rolling stock kits are now to hand. For Price List send large, stamped S.A.E. . . Many Pennsy fans, working in HO, have long awaited the re-run of the Olympia "H10s" 2-8-0. Stocks of this fine little Consolidation, painted and finished, have now been delivered. Price, $88.00. . . The C.R.R. of N.J. 4-6-0 Camel-back, new in the Red Ball brass loco. line, will be available by the time these notes appear in print. Price, $78.50. . . Our growing range of O gauge stocks will shortly be enhanced by the arrival of some brass Heisler Geared Locomotives and in scratch builders' part, by the addition of Jackson 24mm Coach, and 22mm 3 Hole Disc and 8 Spoked Wheel Sets, in both fine and coarse profiles. . . Alco Models have been responsible for many of the fine brass diesel locomotives which have appeared in our Kumata range. Now these are to be catalogued by Alco Models and our opening stock of their 1st Edition Catalogue is expected shortly. For your copy, keep in touch with your nearest "brass" stockist.

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The Australian **MODEL RAILROAD** Magazine November/December 1970 Vol.4 No.12 Issue 47

The Official Journal of SCMRA in Australasia; incorporating the YARDMASTER, The Bulletin of the Sydney Model Railway Society

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ON THE COVER:
2513 drifts into Tarana on a goods from Oberon.
Model and photo by R. K. Pilgrim.

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EDITORIAL

Well as Christmas approaches for yet another year, it is normal to reminisce in this column as to what has happened in the past year in the railway scene; both model and prototype.

The year started well with the opening of the East-West Railway, and the inauguration of the Indian-Pacific in March. During the same month the Melbourne and New Zealand Conventions were held. From what I have been told both achieved their aims and left good memories with all who attended. As the year progressed manufacturers, both local and overseas presented the modeller with an impressive array of new models. The modeller of local prototype has been offered three new locos and numerous pieces of rolling stock. From abroad came new locos, new rolling stock, new structures and even a new track system in "HO". In "N" gauge new items of all the above types were added to numerous manufacturers' catalogues. In the bigger gauges new models were also present and were of such good quality that several modellers I know personally have re-equipped with "O" and even some with "K" gauge. All in all, I think one must agree it has been an interesting year for all modellers. But what of next year?

With the first edition of 1971 this magazine commences its fifth volume. I have been editor now for 10 months and in that time I have listened to many criticisms, complaints and suggestions concerning the magazine. The editorial staff have put their heads together and come up with what we think will be a better magazine. At this point in time not all the details are finalised but plans call for a new cover design; more photos, more articles of general interest and a project railway. The interior format will be revised to what we think will be more acceptable. In this issue, and the one before it, you will notice more advertisers. These businessmen are helping this magazine and the hobby grow. Support our advertisers so as the hobby may continue to have a healthy growth rate. We here at A.M.R.M. do not write the entire magazine. We need articles on any modelling subject for inclusion in these pages. These articles can be on modelling local prototype, on scenery, on wiring or on any of a multitude of subjects which would be of interest to our readers. If you feel your literary skill is not up to an acceptable standard then submit the details and let us finalise it for you.

To all our readers, advertisers and friends, the staff of A.M.R.M. wish you all a Merry Christmas and a happy fruitful New Year.

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REVIEWS

NSWGR "PHG" BRAKE VAN, produced by M.R.C. Models. Supplied by Quality Right, Inala, Qld. Price $3.15.

The Kit is supplied in a white card box and includes all parts to make the basic model, buffers being the only really noticeable omission. Wheels are of course to be supplied by the modeller to suit the standards system he uses. A rather good exploded diagram, supported by detail drawings is included with the "Standard Box Construction" instruction sheet. The plastic material parts were slightly sticky, but a couple of months in the open dried this out. Air bubbles were found in a couple of places, the two on the guard's lookout proving most distracting. Flash was rather less than expected on this type of kit, but the van corners, which are mitred together, still needed plenty of attention with the file. The inside of the ends also needs flattening so as to make a clean joint with the roof casting, which then only needs about 3 minutes file work to slip straight into position. I would suggest that the modeller fit the internal spacer pieces before glueing the two side/end sub-assemblies together, thus helping to keep a uniform width along the length of the van. The floor will help to keep the sides straight — they both had a couple of waves in their length.

Bogies made of the same plastic were supplied. I must confess I was almost convinced that they really wouldn't work, however, as long as one is prepared to spend a couple of hours careful work per bogie, and something stronger than contact cement to hold the thing together, a rigid frame bogie, equal to anything I have seen, will result, and of local prototype, right for the car too!

When assembled, I ran the scale rule over the car for basic measurements. Prototype dimensions in *italics*. length over body; 35' *36'* width over roof 9'6" *8'8¾"* height from rail 13'1" *12'5½"* Bogie wheelbase 5'6" *5'9"*. None of these discrepancies really distracted from the model.

The completed car was run at slow speed (about a scale 35mph) for about three hours over rather rough track, only derailing about three times, the bogies standing up to that battering very well.

With the "glass" already cast in the windows this model is rather tedious to paint, however, with a little care, the result is a most satisfying end to any train.

K.J.R.

PECO 9'0" Wheelbase wagon frame. Supplied by Hobbyco Pty. Ltd. Price: 90 cents.

This set of parts was designed as part of the Peco Wonderful wagon kits. It can be assembled on the card template provided with accuracy and ease. It consists of axle boxes and springs, solebars, brakeshoes, buffer beams, sprung buffers and Peco Brass axle bearings. All castings are neat and clean and well detailed. The axle boxes are sprung. This solving the biggest problem with four wheeled vehicles, getting all four wheels to touch the rails at once. The formed steel axle guards are free from flash and sharp edges. They are chemically blackened and pre-lubricated for better spring life and performance.

My impressions of its uses lie in its possibilities for local prototype use, because if the brake shoes are rearranged to suit and the solebars replaced by card, wood or metal, a very well detailed four-wheeler results with endless variety of wheel bases and overall lengths. The buffer beam and assembly is still usable and easy to match to solebars other than as supplied.

R.J.T.

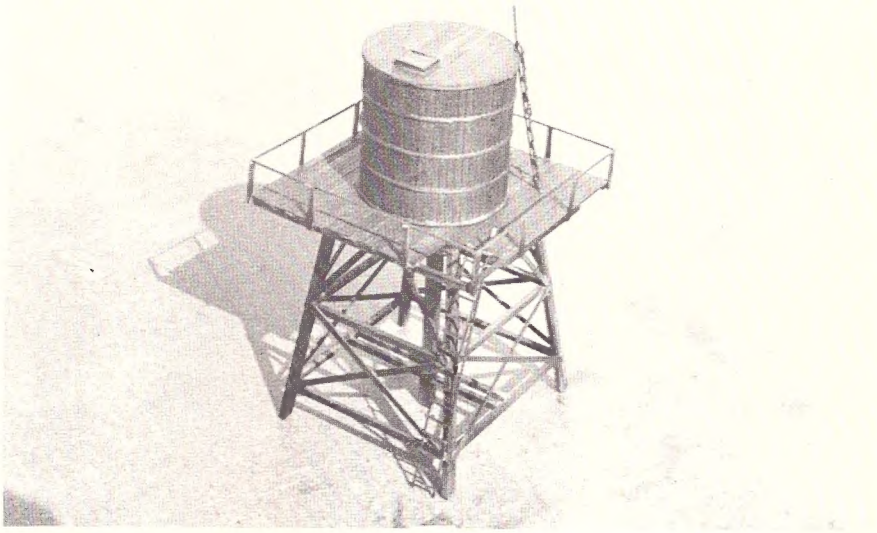
WATER TANK KITSET in "HO" scale manufactured and supplied by Pacific Model Supplies, Christchurch, New Zealand.

The kit is packed in a white card box with a stick on line drawing of the tank modelled as the label. This reviewer was most surprised to find on opening that the tank was already assembled, the tower parts being packed in two cellophane parcels as well as a couple of longer lengths of timber being coiled into the box. Our tank varied in diameter (15') with that shown in the comprehensive drawings and instruction sheets (19'6"), height being constant at about 15'. When we questioned the different tank sizes the manufacturer informed us that he believes the smaller size to be more Australian, while the large tank is of New Zealand origin, hence normally these will be the sizes supplied in the respective countries.

Very little cutting is required, despite the fact that this is a "craftsman kit", only a little trimming here and there besides the braces, handrails and ladders which are made from the coiled timber, I had to vary the spreader arrangement as the two pieces of timber left to do the last bit were short by about 1/8". The ladder material supplied was 1/32" sq. instead of the 1/32 x 1/16" indicated in the drawing, however, it is my opinion that this even improved the finished model.

For $2-98 in New Zealand hobby shops (and a couple of evenings work a very good model will result).

K.J.R.



STEAM IN THE SUNSHINE STATE — VOLUME 1.

12" long-playing record 33 1/3 r.p.m. Produced by the Australian Railway Historical Society. Submitted by A.R.H.S. N.S.W. Division Sales Dept. Price: $5.35 posted.

No amount of superlatives could describe my feelings at first hearing this record. Naturally, at first hearing one does not listen as objectively as on subsequent occasions, but in this case I found my feelings little diminished on repetition. This is indeed a magnificent piece of work by the Society's Victorian Division recording unit, already famed for their previous work. However, in this case they have excelled themselves.

"This recording is a tribute to the varied and spectacular steam locomotives of the Queensland Government system, and to the men who worked them". So runs part of the preamble to the cover note. Not only are the locomotives varied and spectacular, but also the sequences chosen for this production. To sit and listen to C17-963 struggle upgrade with full load, on wet track, slipping all the way, then stall, try again and finally triumph is like nothing else I have heard on Australian railway records. So too is the experience of hearing the pouring rain as BB18¼-1023 hurries the first Sandgate line passenger into the city at 5.12 a.m. (pity the recordist) through Boondall. So go the sequences from fast passenger to heavily-loaded goods, from modern express locomotives to the creaking veteran on the shunt trip. All of them of outstanding quality.

This production is the finest on Australian railways I have yet heard, and the Society is to be congratulated. As the title indicates, we may look forward to a sequel, and I, for one, await it eagerly. To sum up this is a must for your record rack. Get it before they all go!

G.S.B.S.

UNION PACIFIC LOCOMOTIVES — Vol I. & Vol. II by W. Kratville and H. Ranks Barhhart Press, Omaha Nebraska. Obtained from Hobbyco Pty. Ltd. Price: $9.00 per volume.

This pair of books covers in detail the motive power of the Up and its subsidiary lines from 1897 to 1960. Volume I covers Union Pacific locomotives with plans and photographs and mechanical data, including test results. Volume II covers subsidiary lines, locomotives, maintenance and repair shops, special types, parts of locos in detail; such as valve gear, articulators, stokers, compounds, boosters, etc.

The text is minimal, but to the serious modeller and loco fan there is sufficient information to build, rebuild or superdetail Union Pacific locomotives. The selection of diesel plans is worth the price of Vol. 1 alone and the loco equipment details of Vol. III are a very good explanation of the finer workings of the iron horse.

This pair of books is the best I have seen to date on locomotives and is well worth the price.

R.J.T.

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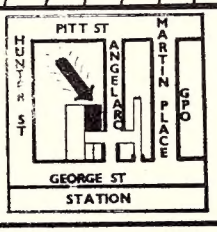

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N.S.W.G.R. WH & GH HOPPER CARS

by Bob Farquhas

List of Materials:

(1) Length of Softwood 1" 3/10 x 1 4/10 (not less)
(2) Sheet of 1/32 balsa (other material could be used)
(3) Sheet of 1/8 balsa
(4) Sheet of 1/16 balsa
(5) ½ square length of balsa
(6) Fine gauge petrol strainer gauze
(7) Small sheet of cardboard
(8) Scale coal for C.H.
(9) Brass ladder stock
(10) Length of ¼" dowel and 1/8" dowel.

Although the dimensions are probably not 100%, I think that they are near enough to build a fair model of CH or WH's. The most important thing is to get the main body shape of the wagon. A few Photos and an outline drawing available from the Railways for about 30c would be a must if you are not too familiar with the wagon. Firstly shape the wagon as shown in Fig. 1.

Cut blocks of wood into 34' scale lengths. Shape the underside of each end as shown in Fig. 1.

Next cut grooves along the topside of each body for WH or CH. Also the same each end as Fig. 2.

Groove should be about 1/10" deep by 1/16" wide. After doing this, sand block smooth and fill in holes etc. with putty or some kind of wood filler to avoid seeing wood grain and also to obtain smooth. finish.

Next cut 1/16" balsa into 1/16" x 1/8" wide strips and glue into grooves along each side for CH also the ends. For WH have the strip just poking up above the top of the body, for CH slightly higher, so as coal can be glued in to give the impression of depth. Next cut 1/32" balsa into 1/32" x 1/32" strips then into 2' scale lengths and glue down onto top of body butting up against the left hand side strip of balsa that you have just glued into the groove; these are to be the supports for the wire catwalk position. Position these at intervals along the body; the railway plan will show exactly where they go. Next cut from 1/32" balsa 7 per wagon hatch covers. Cut them into 8/16" x 7/16" pieces and also position these according to plan. Usually the centre three hatches are grouped together about 1/16th. apart and the same for the two end hatches, which are in groups of two each end. The wire catwalk can now be cut 2' scale feet wide and 34' scale long and glued onto top of supports fittings as close to the left hand side of the model.

Next cut 1/16" balsa into pieces as shown in Fig. 3. Pieces are to be 1" 9/16" x 1" 5/16" with a recess cut in each end.

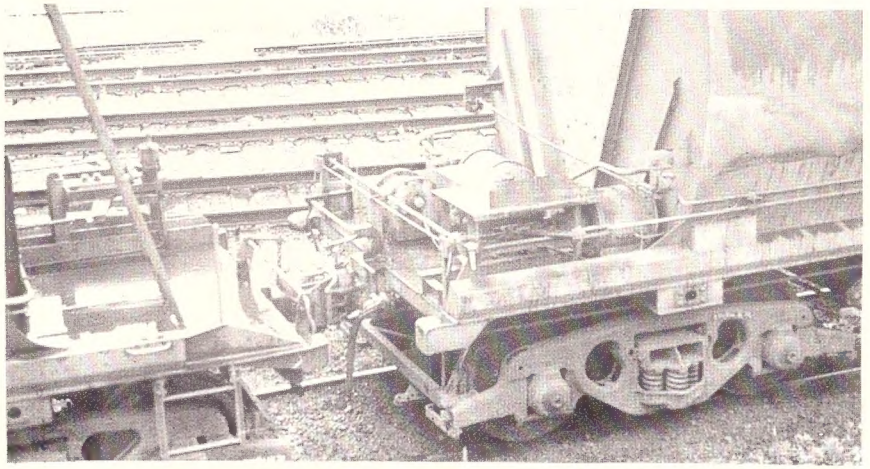
These are to be the end platforms and they are to be glued under neatly each end of the wagon. The recess is meant to slip around and slightly lap along each side or underneath the cutaways at each end of the body. Next cut 1/32" balsa into strips 1/32" x 3/16" strips and glue down each side of body from end to end on top of platforms as shown in Fig. 4.

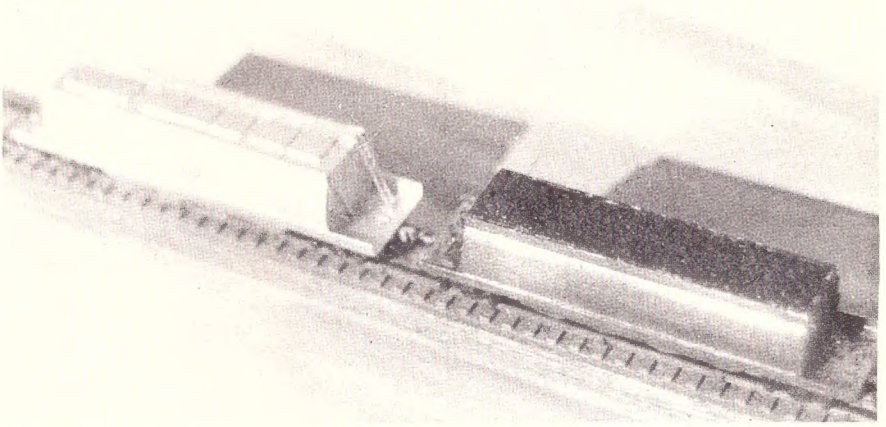
Next cut ½ x ½ square block into triangle shape and glue to underside of body for hopper doons. It could be possible to make up hopper door catches, etc.

Next cut brass ladder stock to suit and glue from platform to top of body at a slight angle.

Next cut 1/32" x 1/16" strips and glue to each end for strengthening pieces as shown in Fig. 5.

Also cut an oval piece of cardboard and glue between strengthening pieces of balsa for an inspection hatch. This also has nuts all around the edge of the oval plate for the super detail fan. Next cut ¼" dowel into ½" lengths for air reservoirs and place crossways at the opposite end to the ladder slightly out from the body and butting up against balsa strip. Also cut brake reservoirs out of 1/8" balsa. Shape one end thus and glue lengthways on opposite side of air reservoir. Brake rigging can also be made up. Lastly cut 1/8" x 5/16" strips into 1" 6/16" strips. Cut out a recess into each end of strip to attach couplers. I used Sentinal Knuckel Couplers. Then glue to underside of platform each end of hopper. Screw on bogies of your choice. For the CH's glue in coal on top between the strips of balsa. When these wagons are loaded at Campbelltown or Glenlee, they are usually loaded through three chutes at once resulting in three heaps of coal inside the wagon. I sprayed mine with a can of "Dulux" silver spray paint. Dirty them up a bit by standing back with a can of flat black spray paint and lightly splash it here and there. Next step — build a silo and cash in on the wheat or coal hauling profits.





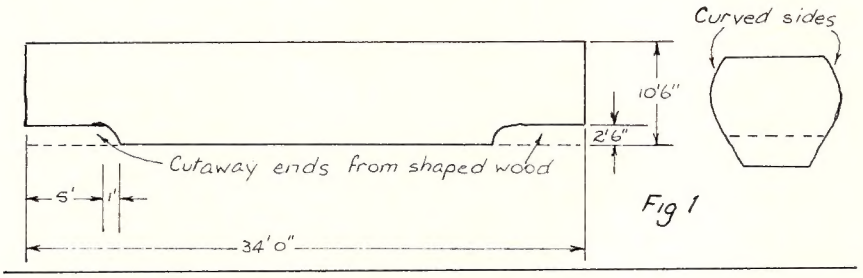


Fig 1

Fig 2

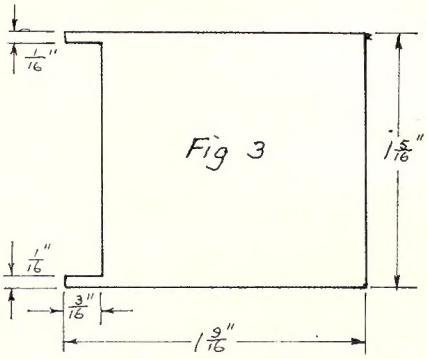


Fig 3

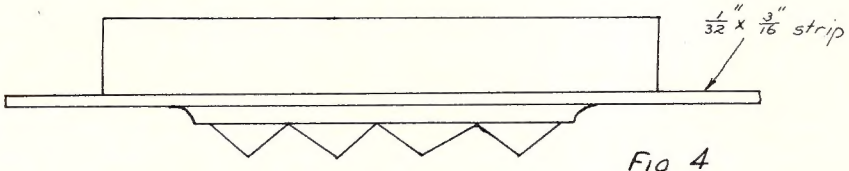


Fig 4

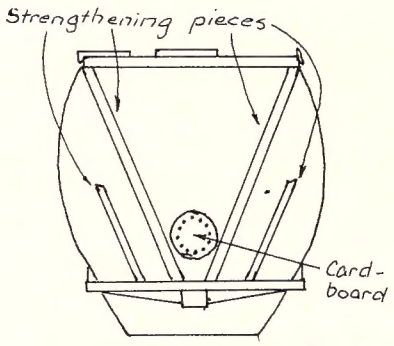


Fig 5

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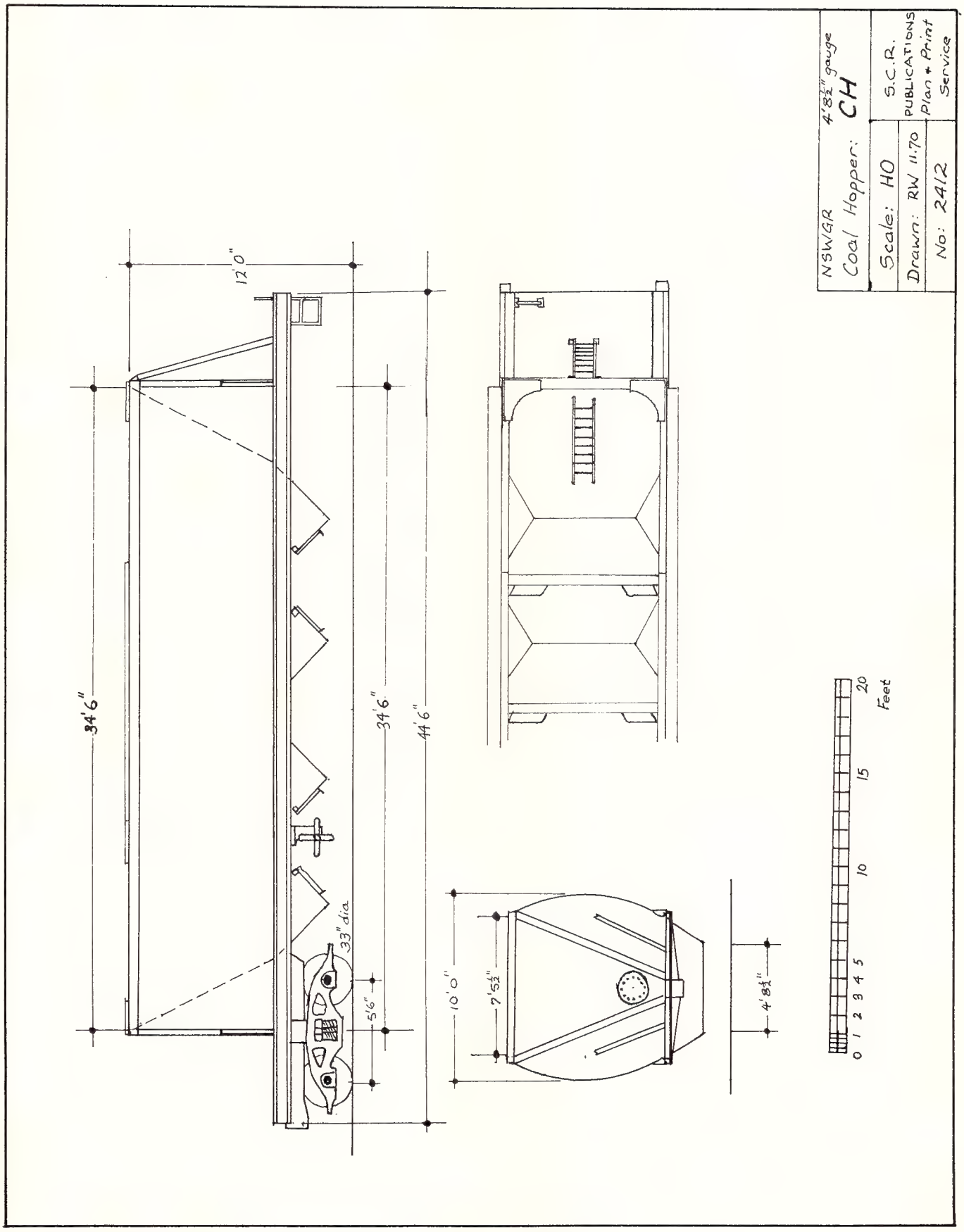
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Scale: HO
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Drawn: RW 11.70
No: 2412
12'0"
34'6"
34'6"
44'6"
33" dia
5'6"
10'0"
7'5½"
4'8½"
0 1 2 3 4 5 10 15 20 Feet

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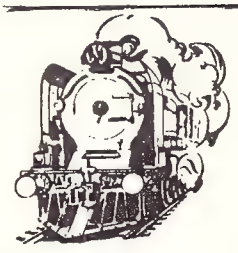

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TO WEATHER OR NOT TO WEATHER

Rodney J. Tonkin

A good look at a real train should convince you that they get grubby, battered and decrepit with time and use. However, our model trains come as shining examples of the modelmakers art. These models look good on the display stand but are somewhat lacking on a layout with full scenery.

The real idea is to plan carefully the weathering of your fleet with special regard to prototype and era. The L.M.S. never let a duchess class pacific get grubby. The NSWR at the present, let steam locomotives get rusty and grubby. Never weather all of your equipment as something is always new or just out-shopped from overhaul. The equipment weathered should vary from light grime to "will it make shops in one piece".

The decrepit worn parts of the weathering job are on the bottom and must be applied as part of the paint job. This area is the most subtle. Pealing paint can be represented by a thin top colour coat over a red primer paint. For diesels the trim colours wear to reveal the base colour. All well used doorways get paint worn or chipped off back to bear metal or wood.

Battering occurs usually on top cars on coamings, also sides get bowed. This is easy to do to brass or card wagons. It is tricky on cast styrene and deadly on the Australian cast plastic kits (they shatter). The coamings are best dented with a chisel but to bow the sides our hands will do a very good job.

Grime is the most obvious and easiest to apply. You just paint on the dirt in thin washes of colour until the desired effect is reached.

Dirt that goes from the top down, is painted onto roofs, decks, platforms, etc. and then brushed down the sides and accumulated on any horizontal surface such as ledges and rivets.

Dirt that comes up is brushed up the sides and on bogies, wheels, underframes and generally over the lower parts of the body. Localised dirt such as rusty panels or rusty areas resulting from side scrapes and dents is best dabbed on and then steaked and worked vertically downwards.

The following table shows what colour matches what effect and where it normally occurs.

An unusual, but spectacular form of weathering is to grow grass on the roof of wheat hoppers, around the roof hatches and walkways.

As to the paint, the special Floquil paints are a little tricky. They are expensive, they craze plastic and enamels and are highly inflammable. The Humbrol matt colours, especially the camouflage sets, are very good. Easily thinned with mineral turps and easy to use, they don't craze plastics or damage enamel paints. The first two mentioned are permanent, but if you would prefer a temporary job, try poster paint. Mixed with water to which a touch of detergent is added, it produces as good a job, possibly better.

The techniques of weathering apply to the modelling of any era and prototypes. Don't overdo it, remember Athearn, Lima, Triang or United might have built it but your paint and weathering job makes it yours. Enjoy yourself.

EFFECT	COLOUR	POSITION	VEHICLE TYPE
Steam loco exhaust deposits	Grey-black	Roof and sides	Locomotives and Cars
Diesel and oil burner deposits	Oily black	Roof and sides	Locomotives and Cars
Road grime	To match basic scenery soil colour	Underframe, bogies, lower body areas	Locomotives and Cars
Powdered bulk ladings	To match commodity	All over	Ore and hopper cars
Cement	Grey	All over	Ore and hopper cars
Wheat	Light Yellow	All over	Ore and hopper cars
Limestone	White	All over	Ore and hopper cars
Iron ore	Red-brown	All over	Ore and hopper cars
Rust	Red-brown	At bends dents, rivets, welds and generally if neglected.	Any steel vehicle or part
Verdigris	Green	Roof and ends and some on sides	Electric locos and electric motor cars

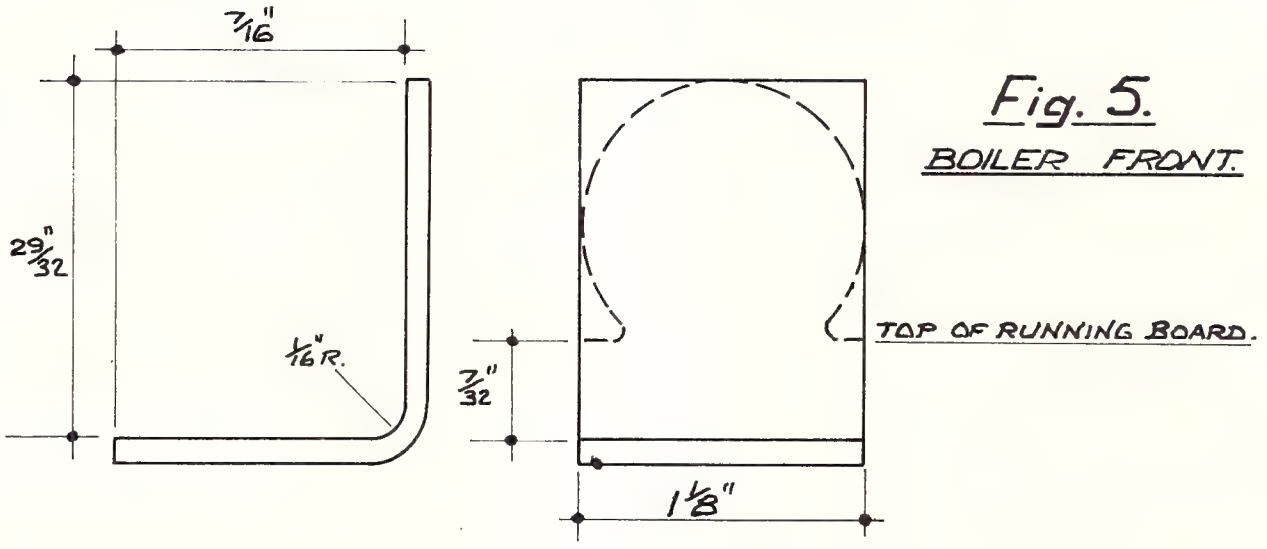


Fig. 5.

BOILER FRONT.

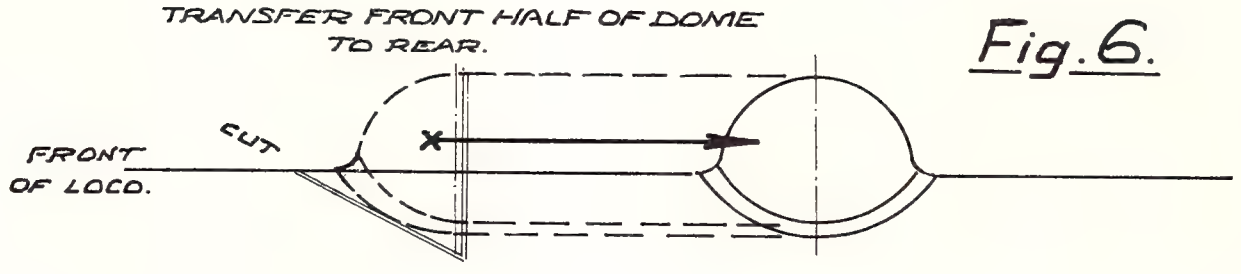


Fig. 6.

STEAM DOME REBUILD.

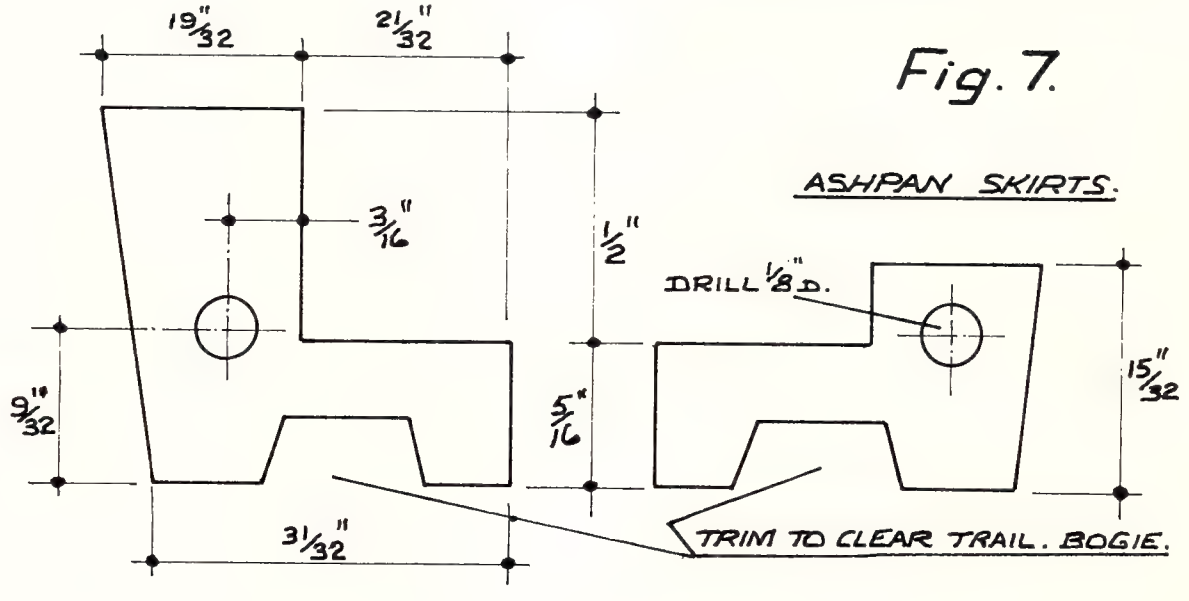


Fig. 7.

ASHPAN SKIRTS.

BUILDING A BB18¼ CLASS

by Max and Margaret Chaseling

PART 2

Section B — Loco Body

If you have built the chassis you may have already removed the smoke lifters, smokebox door and feed-water heaters. The front of the loco is then cut thru' to shorten the smoke box by exactly 5/16". If it is done correctly the cut will just clear the existing cylinder block but remove the front exhaust steam pipe. File this front face square and smooth and glue on the new boiler front—front foot plate detailed on Fig. 5. I found experimentation was in order to bend .030" styrene around a ⅛" dia. rod. The technique developed was to wet the blank strip across the bend line continuously for a few minutes with M.E.K., movie film cement or some other solvent until soft. Bending is simply accomplished and adhesive tape will hold the blank in place on a block for an hour or so whilst the solvent evaporates. After hardening the blank can be glued to the body with polystyrene cement to the 7/32" dimension on Fig. 5.

When glueing polystyrene parts to the loco body it helps the bond if the glueing face on the body is softened with solvent just before adding adhesive. This results in a good cold-welded joint.

Whilst the boiler front is hardening we turn our surgery to the steam dome. Referring to Fig. 6 we see how we turn, with the skill of plastic surgery, an oval dome into a round counterpart. I removed the front half (to be reused) first with two cuts to avoid damage to the dome. The intermediate section was then removed and replaced forward and lower to give continuity to the boiler profile, with a file. I did not quite position it properly as the file soon showed but Selleys marine stop putty filled the gap.

Subsequently the front half of the dome was trimmed, with the hole, and glued in place against the rear half.

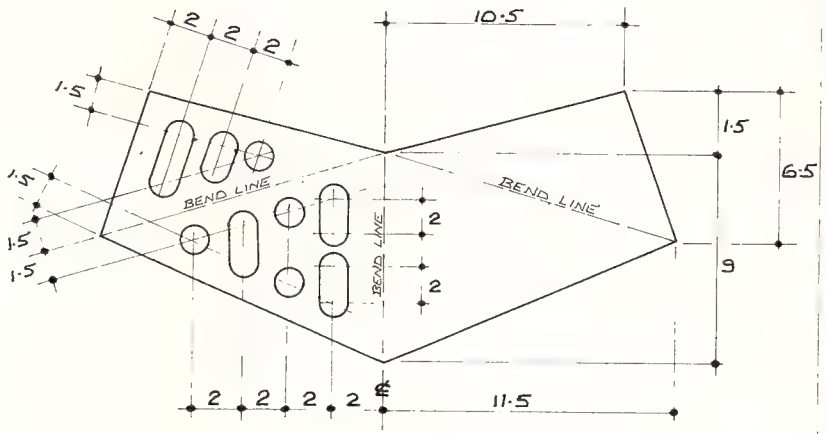
The cab steps are removed (and saved for replacement), and the cab removed without damage to the cab foot plate and boiler backhead. The cab foot plate is shortened by ¼", the safety valves removed (and saved) and the smoke stack and all piping, levers, handrails and other protrusions are filed off the boiler.

Inside the fire box are two gashes to clear the motor magnet. A small fillet of glue in the two corners will avoid perforation when filing the boiler round. Concurrently the boiler front can be shaped and squared to the running boards. The cab footplate and running board is trimmed to 15/16" width symmetrically forward to a position 3.13/16" from the front of the boiler not including the .030" boiler front just added. This is the position of the front of the new cab.

The left side running board immediately in front of the cab is removed for ½" and trimmed back to the fire box to position the air compressor. The cab

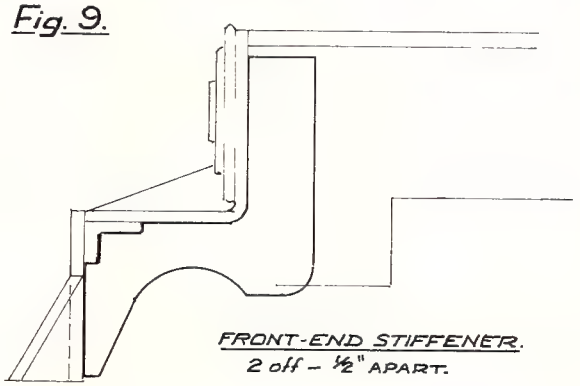
Fig. 8. COWCATCHER

NOTE: ALL DIMENSIONS IN MILLIMETERS.



DRILL ALL HOLES 1/32" D.

Fig. 9.



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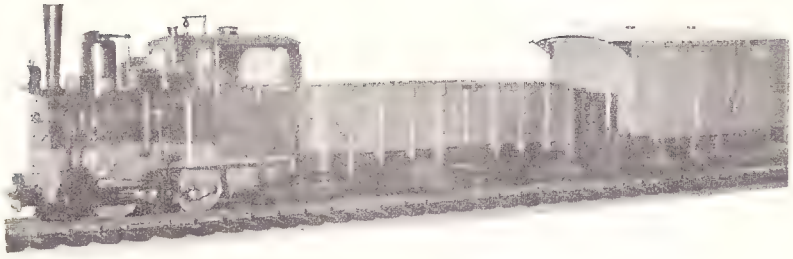

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front is cut to scale from the drawing and fitted around the existing boiler and glued in place. It should finish 3/16" above the top of the boiler. The left hand ashpan skirt/compressor bracket, from Fig. 7, in .030" styrene is then glued over the existing fire box with any surplus trimmed away. Similarly the right hand skirt is fitted.

Cab sides (each in three pieces) are cut to scale with roof (curved as previously) are glued in position. I fitted a roof stiffener at the rear of the sides, and window frames from bond paper. The side cab sills are .030" styrene, 3/32" wide, curved and glued in place.

The smoke box front is built-up from the successive addition of discs 13/16", 5/8" and 3/8" in diameter from .030" styrene. Front foot plate webs are of the same material cut to suit. The buffer beam, in the same material is 1.1/16" long and 7/32" wide. It is glued in position and reinforced by the buffer beam from the original loco.

The cow-catcher, detailed on Fig. 8 from .030" styrene (or thinner if you have it) was scored deeply along the bend lines and formed with the aid of solvent. This was glued in place and stiffened with two plates cut to clear the lead bogie wheels and fitted inside the smokebox front 1/2" apart to clear the front of the chassis—see Fig. 9.

On the boiler 15/32" in front of the cab a cover for the boiler stays is cut 3/32" wide from the boiler front offcut. The smokestack and sand dome I turned from nylon, fitted in place with 10 B.A. screws, and glued in place with Araldite. Fusewire wound round copper wire and soldered formed the whistle and turret. Dressmakers' pins and copper wire formed the boiler check valves and piping.

The handrail staunchions are held in place as are the handrails by Araldite. The electrical conduit on the left side is handrail stock soldered to the handrail with brass cleats and the smoke-box door clamps are nail spikes. The tanks are 5/32" dia. sprue from an old plastic kit, 1 3/8" long, glued under the running boards. The emergency jacks are made from styrene scraps and pins.

Sentinel's L-10B headlight can be used by carefuly sawing the light from the bracket, inverting the latter and glue together again with Araldite. Two words of warning—fit a headlight jewel before sawing and Araldite will not stick to paint. Their L7B air compressor works if you remove the air filter for remote mounting. The steam generator L-3B is near enough to fit unmodified.

It has been said keep something for seven years and it can be used. The unwanted sprue from old plastic kits is again used for the cylinder blocks. The approximate profile is built up with sprue and a plastering job with Selleys marine stop putty completes the masquerade. A final clean-up with a sharp file prepares the job for the paint shop.

(to be continued)

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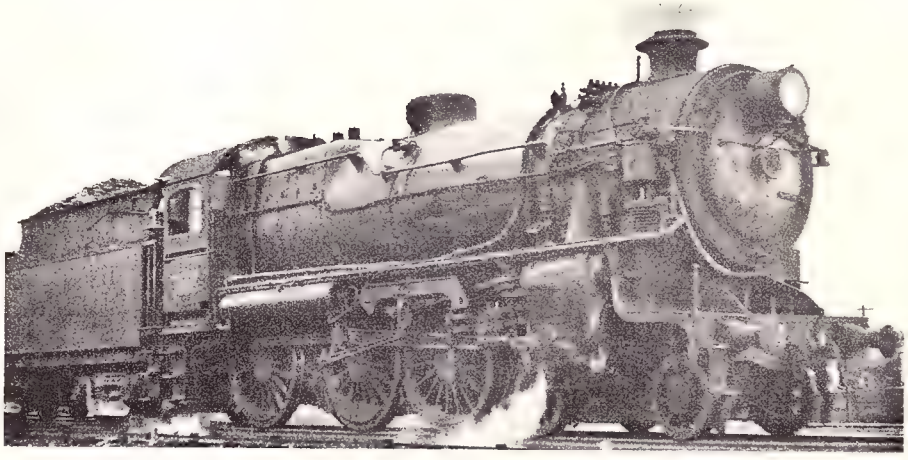

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SUPERDETAIL FOR A DISTINCTIVE MODEL

Phil Kohl

One way to break up the sameness of your models is by a little superdetailing. Done properly, superdetail isn't difficult to add; when you are finished you will have a model which follows the prototype and which expressed your own preferences in modelling. Half the fun is in deciding what you will do and in locating the components and materials; the other half is in developing new techniques and skill at model building. It doesn't hurt a bit to spend some time studying the prototype — you will see and note detail that you had overlooked before. For example, find some old wooden cars and look at the roof overhang; then look at some of your models —see?

But let's start with a kit — a craftsman type kit such as one made by LaBelle, Ambroid, Olympic, Cascadian, Main Line, Binkley, or any of several others. And then read and study the instructions; after all you paid for those, too. Then decide what you want to do to superdetail your model and when, during the construction, you will do it.

Now, too, is the time to become acquainted with the components that you are going to use. A little money spent for a few catalogs will help you learn what is available. And take a good look at Camino Scale Models scale lumber. Notice particularly the 1" and 2" thick scale lumber; it will appear much better than the almost 3" thick lumber that seems to be the minimum size in so many kits. Build up a roofwalk from three 2" by 6" boards — then ask yourself if that doesn't look much better than the one-piece roofwalk that you have using. Add facia strips of 1" by 2" boards — these look better, too. There are other places where you can use scale lumber, but decide for yourself where it will help.

Next, buy one of those superb Cal Scale brake sets. Ever think about adding underbody brake detail? The Clinic in the September 1965 MODEL RAILROADER gives plans and instructions on freight car brake systems. You'll need some fine wire to do the job, too. Either brass wire or music wire will do — the choice here is for music wire which can be obtained in sizes from about 0.006" diameter on up. The main air pipe is 1¼", about 0.016" wire in HO. Other piping is 3/8" to ¾", here use 0.008" or 0.010" wire. The brake rods are about 1", 0.012", preferably, or 0.016".

Like truss rods? Try nylon fishing leader — the 10 pound test variety scales out about right in HO. You might even consider a new set of queenposts that are more prototypical — use a wood beam and Kemtron queenpost castings. And don't forget the nut, bolt, and washer sets at the end of the car; these are supposed to line up with the truss rods. Corner plates and other thin detail can be made from either shim brass or one-ply Strathmore. The one-ply Strathmore is 0.005" thick — about ½" in HO. Shim brass is available in thicknesses from 0.001" up — 0.003" to 0.005" seems about right for HO. For something different, try making scale strap steps for your cars; the best looking ones seem to be 0.005" thick, and 0.025" wide. And they look much better than the staples that are so often provided in kits. In fact, Strathmore is a good material where you want a surface that doesn't show wood grain — on some roofs, for example. It comes up to five-ply which is 0.025" thick. Look at the edge of the milled roof that came with your kit — you're right, it's way over scale. You might even think about making a new roof out of Strathmore.

To change the subject for a moment — one of the most important things in car building is a basic body which is square, true, and flush. Do this and you will avoid "tilt" and "gaposis" when you install the siding on your car. If you don't own a good square, buy one! And if the car body isn't right, take it apart and do it over until it is.

Frankly, scribed siding is 3½" maximum widths is a pain! Until some kind manufacturer makes wider stock, we'll struggle along making butt joints trying our best to line 'em up so the joint won't show. If you HO types think this is a problem think of the O types. But, even so, be grateful for it wasn't too long ago that you couldn't buy scribed siding in any width. And grab irons — have you ever taken a close look at the common HO grab iron? It is a scale 2" thick. Use them if you must, but mount them 18" apart. Or, make your own from 0.012" or 0.015" music wire and mount them 15" apart. Then look at the difference. Jigs for drilling the mounting holes and bending the grab irons help make a neat installation. Tooling like these two jigs takes a little time but it can be used over and over and pays dividends in better looking models.

For more superdetailing ideas, study the prototype plans in the model magazines. Maybe you can't find one for the exact car you are building, but you can come close. By studying these plans, you can see how it was done on the prototype. Even a variation in the spacing of the corner braces will make your model distinctive. Or note the location of the grab irons on the car ends before the AAR standardized safety appliances. Look at the doors — many have battens around the edges, latches, and other detail that can be simulated with bits of wood, brass, and cardstock. Note the location and height of the brakewheel; then do it that way on your model. Note the details of the reefer ice hatches and other details on the car that you are modelling.

On adhesives — now is the time to explore new methods of joining. Try an epoxy cement — a little goes a long way in joining wood and metal. Or, since epoxy takes 12 to 24 hours to harden, you might even try Eastman 910 Cement which bonds almost anything to anything (including your fingers if you aren't careful) in about 30 seconds. It has two drawbacks — it costs $10 an ounce and it has a shelf life of six months. But if you do a lot of modelling and are tired of waiting for joints to dry, it might be worth it.

The major problem with modelling tools is that it is difficult to envision all the uses to which a new tool might be put until you buy and use it — then all too often you wonder how you ever got along without it. One such really isn't a tool; it's the PGM Calipers. These calipers will allow you to measure to the nearest ¼" in HO gauge, and let you think in terms of common dimensions — and that helps a lot in modelling. And your other tools — get the best you can afford, take care of them, and they will last a lifetime. A lot of fine modelling takes on the aspects of making jewelry — why not investigate jewelers' tools and see what's available? And how about some of the tools that are used by tool and diemakers? Starrett and Lufkin catalogues have all kinds of goodies — and some of them are surprisingly inexpensive. To be more specific, look into a good set of pin vises. They hold small drills, and can even serve as a file handle or for holding small parts while you work on them. Get a good pair of jewelers tweezers, or watchmakers tweezers — these alone will improve your ability to handle those tiny parts. Swiss needle files also tend to suggest their own uses — they cut wood as well as metal, you know! And jewelers screwdrivers are just the ticket for those small screws with their tiny slots. The jewelers saw is much better than a razor saw for really fine work — and you have a wide choice of blades at about 5c apiece. A good scriber will be much more accurate in layout work than a pencil, and it can also serve as a center punch in wood — you can make one from a needle and a dowel that will serve you well.

When the modeller thinks about superdetail, he tends to think about quantity. "Tain't necessarily so!" On many models, a little bit of high quality superdetailing can go a long way. And you are going to make mistakes — if you do, go ahead and finish the car anyway. Nine out of ten people will never notice! Just resolve to do better next time.

So is superdetailing for you? One nice thing is that you can do as much or as little as you want, and why not — after all, it's your hobby, your time, and your money.

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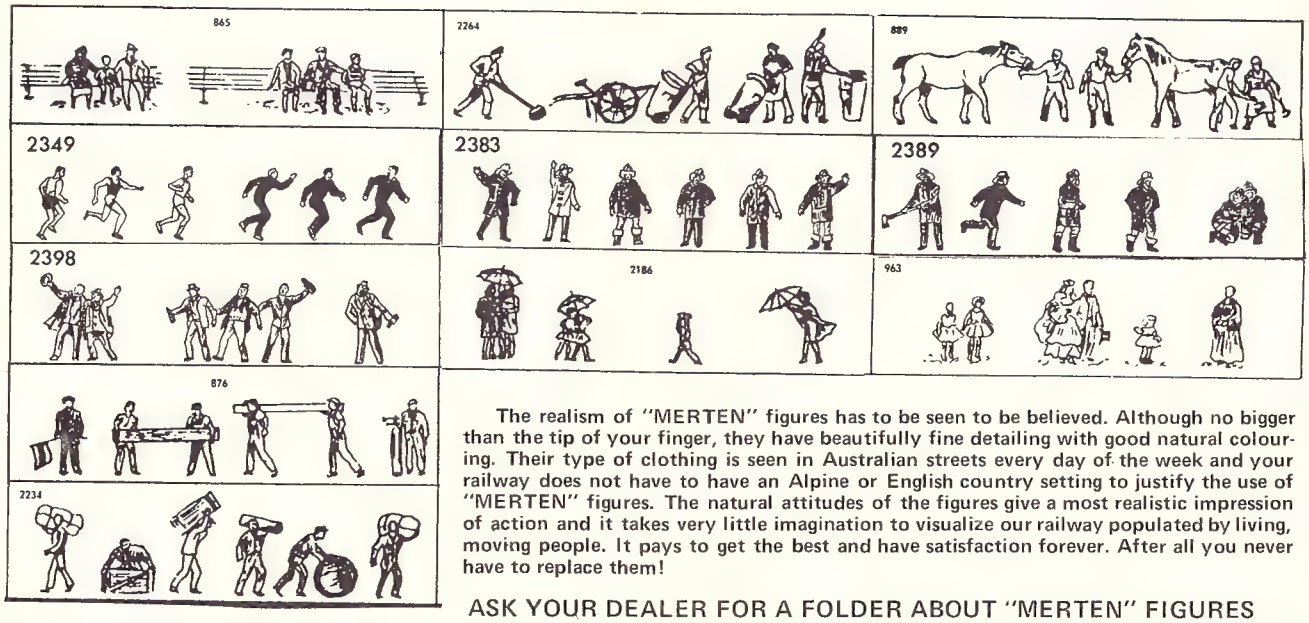

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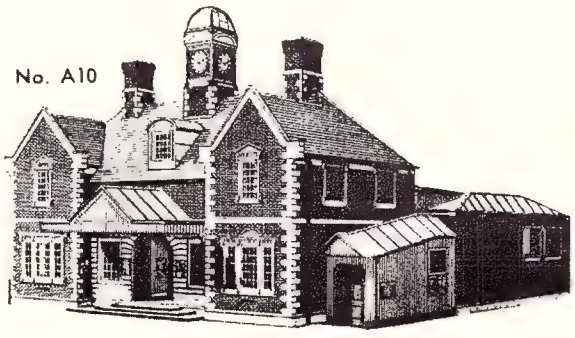
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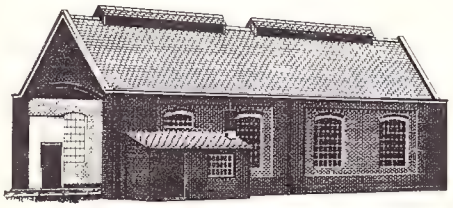

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EASTERN DIVISION

The October meeting of the division was held at "Australiana Village" at Wilberforce. Our host Ted Ward showed members over the village which is a recreation of an old Australian Village using *authentic* buildings. Items inspected by members included an operating Hawkesbury River punt, Old Marsden Park School and a blacksmith shop. The focal point was the Old Kurrajong goods shed from the now defunct railway from Richmond to that point. In the goods shed was an automatic HO gauge railway based on the old line. Outside the shed ran an 18" gauge passenger carrying railway. All members present enjoyed themselves even if the weather was a little unpleasant. Our Vice-President officiated as cook at a bar-b-q prior to the inspection. (All members survived his culinary skills (?).)

The programme for next year is not yet finalised and will be published in the January/February edition.

There will as usual be no January meeting.

Planned meetings:

February 13 **Rodney Tonkin, 7 Park Ave., Oatley.**

March 13. G. Giraldi, 34 Passefield St., Liverpool.

To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is first of month prior to month of issue.

SUNSHINE DIVISION

Social activities of this division have been suspended for sometime now. The Vice-President for the division is now anxious to contact any modellers (members or not) in Brisbane area who would like to partake of some model railway oriented social activities. Please contact:

Max Chasling:— 10 Merlin Terrace, Kenmore, Qld. Ph. 78-4462.

South Australian Railway Modellers' Association. Secretary: Bob Irvine, 50 Gardiner Ave., Warradale, S.A. 5046.

Meetings are held on the second Wednesday of each month in the Railways Institute building at the foot of the steps leading down from the Adelaide station car park, Meetings commence at 8pm and visitors are welcome.

The recent exhibition organised by the SARMA proved a success far beyond our expectations and we are now planning for a more comprehensive display in two years' time. The support of the other exhibitors contributed greatly to the success and we look forward with confidence.

The proposed demolition of our present layout and meeting rooms to make way for the new Festival Hall has caused a long search for new premises. During October 1970 the search came to a successful conclusion when the Housing Trust placed a 17ft. by 48ft. Nissan hut on Railway land near the Mile End diesel depot following approval by the local council. We now have a room large enough to seat over 60 people for a meeting yet leaving room for a bench layout along three walls. The Exhibition proceeds will be used to construct the new layout and to purchase the necessary equipment.

Many of the members are now deep in thought and wrestling with the problems of layout design. From past experience we know several basic requirements for this layout including the need to cater for both deep flange and scale equipment, long continuous loops for those who want to run in their locos or just watch the trains rolling by and shunting facilities for the more involved modellers to name a few.

Construction of the pyrites trucks as a group project finds 32 of these yellow wagons nearing completion. The experience gained during previous projects is certainly evident. The common reaction amongst the members following the exhibition was a search for a nice quiet place followed by hours of nothing to do. Refreshed by the rest several members have new projects under way, President John Gordon is hard at work on a new layout designed for long wheel base locos and long freights, Vic Kollosche has built a styrene body of a 600 class pacific onto a suitable chassis. Bob Burton has the chassis of a 720 under way using some Rivarossi parts and Barrie Mackinnon has more cattle trucks under construction.

Interesting to note that the most commonly requested train on the layout at the exhibition was the all brass Hokkaido Bullett streamliner of Wally Bennett. No sooner was it off the track than the requests for a rerun began.

SYDNEY WESTERN R.R. CLUB

Meetings are held at 17 Bromley St., Canley Vale every Friday at 8pm and we have regular visits to members own layouts for an operating session, films or just a bit of a natter etc. The club layout is a 20 x 12 extension under construction adjoining an existing layout (30 x 12) owned by Franz Persson, a former president of the club and is housed in our own premises. Equipment is American prototype, but it is not unusual to find the Trans-Europe Xpress or the Flying Scotsman etc. from time to time. Visitors and intending members are welcome at any time and anyone interested can contact me at 13 Addington Ave., Ryde any night of the week (except Tuesday or Friday) (come and operate my layout). This is an old club established back in 1963 and was the first 100% NMRA club in the Southern Cross Region, although this is no longer, but most members do belong to the SCMRA Modellers, I am looking forward to meeting you.

Ted Hanson Sec/Treas.

IPSWICH LOCOMOTIVE PRESERVATION SOCIETY

The aim of the society is to preserve one suburban tank locomotive to working order and also to run it on excursions on The Queensland Railways.

Negotiations with the railways are not yet complete. Inquiries: Gregory Adams, Secretary, I.L.P.S., 137 Jacaranda St., Booyal, 4304. Please send stamped addressed envelope.

SOUTH AUSTRALIAN 'O' GAUGE RAILWAYS

CLUB SECRETARY: **Mr Roger L. Billett, 71 Kenilworth Road, Parkside, S.A. 5063**

CLUB LAYOUT: **14 Primrose Avenue, Paradise, S.A. 5075**

The first Timetable Day, using our Train Control phones for 9 months, was conducted on the 8th August, using the 1958 Easter Monday Oakbank race trains timetable. This was made possible by the fact that several members had recently attained 'A' and 'B' class standard.

Blackwood station building has been almost completed, and the concrete platform has to be poured before the station can be erected. Plans for the relaying of of Tailem Bend yards have been drawn up, and now await the rebuilding of points, and building of new ones, so as to be more efficient for freight handlings both down and up.

More contract studs have been placed in the track between Balhannah and Mt. Barker Junction. Electrification of a few more points is needed before electric operations can be extended to Mt. Barker on the Victor Harbour branch.

'Blue Bird' power car no. 252 has been fitted with a relay so as to facilitate Multiple Unit working with other Blue Bird cars pending further electrification of these. Mikado no. 700 and Rx. no. 199 have been withdrawn from service, temporarily, and are waiting the acquisition of suitable motors for these, and so start our electric steam loco roster.

The baseboard has been extended to Sandergrove, on the Victor line, and just past Woodside on the Mt. Pleasant line. The "Chrysler Plant" at Tonsley, (suitably scaled down) . . . (and emptied), has been installed.

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30 Class 4-6-4 Tank Loco	□
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46 Class 3600-h.p. Electric Loco	+
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QR	
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"PJM" Drop Centre Wagon	★
"WHO" 45ft. Gondola	★
SAR	
"Rx" Class 4-6-0 Loco	□
"FB" Flat Car	★
"On" Ore Wagon, 3ft. 6in. gauge	★
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"Ab" 4-6-2 Loco	★

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(Opp. Mark Foys)

MEETINGS: Every Monday (holiday excepted) 7.30-9.30. Visitors welcome on 1st and 3rd Mondays of month; visitor parties must make prior application by letter.

NEW MEMBERS: Membership is now open for new members over 20 years of age for both O and HO sections. They must be actively involved in model railway construction and/or operation and attend regularly, and contribute their skills to building/repairing the Society's model equipment and manning the layout control boards for operational sessions. Apply by letter, or personally on a visitors' night.

OFFICIALS: President—Paul Simpson; Secretary—John Bowen; Vice-Presidents: O gauge, Don Stone; HO, Bob Gallagher.

XMAS PARTY. Members are advised that this will be held on Dec. 14.

A feature of recent Society gatherings has been the number of new models on exhibition be members of both O and HO layouts, also the number of visitors.

O GAUGE NEWS — The Society again had an exhibit in the Sydney Model Railway Exhibition held at the Town Hall last month. The same format as last year was followed with "O" gauge exhibits including 38, 35 and 70 class locos, and MAL, AB and DDC class passenger cars.

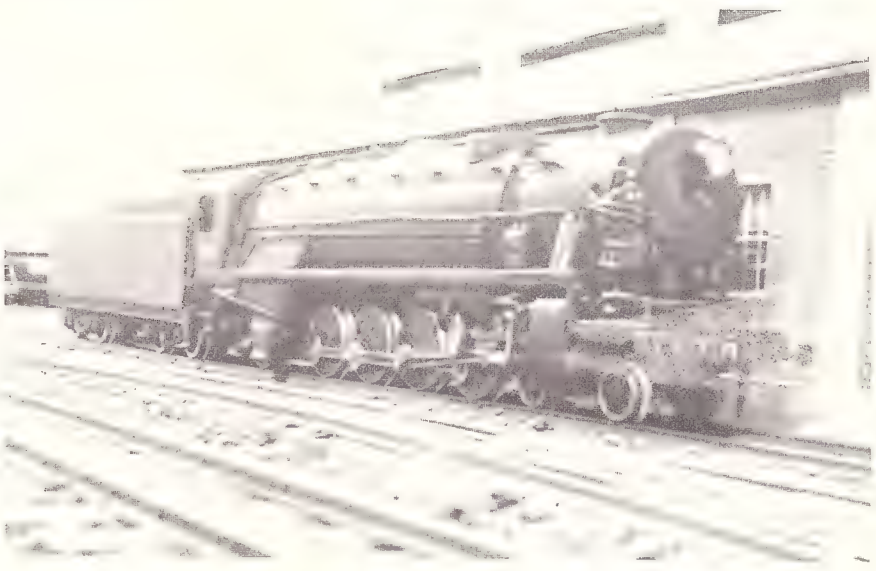
JOHN DAVIES has brought in several models for a run, including a 70 class diesel-hydraulic shunter, his model of 3830, and a very fine 5713 (see photo).

TED DAVIES has had a 4-car suburban electric set on the tracks, and a 35 class loco finished in green livery with red and yellow lining, numbered 3521. Ted has also brought in a non-streamlined C38, numbered 3808.

MAX MITCHELL has come up with an unusual item, this being a model of the original AB dining car, which had open end platforms and a clerestory roof. The car is finished in dark varnished timber with a white roof.

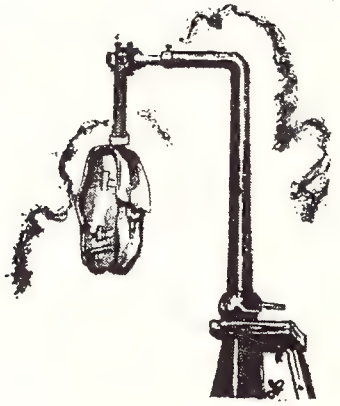
HO GAUGE NEWS — The Sydney Railway Exhibition also saw some HO items in the display case along with the O gauge models mentioned above. These were a Silastic mould display (Max Burke), MGH, SHG, BCW and TRC NSWGR freight wagons built by Arthur Wheatley, an LLV by John Huxtable, LBB and 13, 18 and 24 class NSWGR locos by Ken Foran, EHO and RFX by Ken Smith, EHO low roof by Frank Shennen, FS by Lionel Glendenning, ABV, FO and CW cars and 11, 19 and 24 class locos by Bob Gallagher and a weed killer train and a TRC by Max Burke.

The recent introduction of layout operations using NSWGR locos and rollingstock exclusively proved popular and are to become a regular feature once a month. Recently four Jap-built 32-class locos competed on a load-hauling test up one of the most severe grades and, despite being weighted to the utmost by the four owners, were fully extended to lift four open-end suburban cars up the chosen grade. The perway staff immediately got busy and eased the gradient which each loco then just negotiated. This diversion was appreciated by the trackbuilding gang installing a left-hand turnout on a curve (Peco special) where the alternative route to Glenvale branches from the line to Plateau.



John Davies 5713 is prepared for its next turn of duty. Photo taken on 31.8.70.

MAIL BAG



Sir,

Volume 4, No. 9 is the first issue of your magazine I have purchased and Mr. T.R. Hart's letter impressed me greatly as it expresses my own philosophy.

I would like to approach this from another angle which may be of help.

One thing that annoys me more than anything else is the invariable comment when people view my layout, "It must have cost a lot of money", (it's the same with the garden, "It must have been a lot of hard work"). Yet in actual fact, on a weekly basis, did my layout cost a lot of money? I would value it at about $400 or a weekly average of about $3-00.

I know a chap who lost over $400 going to the "dogs" in a night and a few chaps who would spend $3-00 or more a night in a hotel, (that's their business and if it gives them pleasure then good on them). I only use this to illustrate the point that a lot of people spend more on their "hobby" than I do on model railroading.

The day I find someone who will say, "Was it worthwhile?", or even ask, "What does it do for you?", I will be pleased indeed.

I might add that I consider the money well spent as my model railway saved me from "cracking up" completely during a period of great mental-physical strain.

ERIC G. WATSON
Clayton, Vic.

Sir,

I was interested to read the Editorial in the July/August issue (received Oct.12th) concerning the future of the magazine, and also the letter from R.A. Gallagher in the same issue on the quality of locally produced kits and your reviews of them.

I believe the two tie together. In the former, we are invited to "convince modellers to buy the magazine", "suggest to our hobby shop that he should advertise", "contribute articles", "provide feedback" and to "help with production".

Well — here goes:

1. Please send one years subscription, with my compliments, to the name and address supplied separately.

2. My two main suppliers do indeed advertise each month, each roughly according to my estimate of his turnover. But while you don't accept any responsibility for the reliability of your advertisements or advertisers, I believe that there is often a breakdown in this direction, which is not good for the esteem of the magazine. Over the years I have written to many advertisers in the magazine. Two of these completely ignored my request (including SAE) for details of the product advertised, and another still retains some of my blueprints sent him many years ago to facilitate the fulfillment of an order. More recently, another received a cheque for $13 from me last May for goods advertised, and while this has been acknowledged, no goods have been forthcoming. I shall write requesting the return of my money. Over the counter dealings with a very large metropolitan hobby shop involving an order for $27 delivered incorrectly to my wife, despite my written instructions quoting reference numbers, left me bitter with this particular supplier, I would like to think that you, or we, could name such advertisers, for the benefit of the hobby.

While I await your comment on this suggestion, I would like to praise those suppliers who have been most helpful to me personally. Apart from the stock carried and the lists issued, Melbourne's Model Dockyard could not be bettered in their attention to mail orders, their careful packaging, their follow-up cards for items out of stock, and their apparent pleasure at doing business with you. I have not dealt directly with Australian Model Craft in Albury for some time, but in the years that I did so I had nothing but satisfaction from their mail order attention. More recently, on Monday, October 12th, I posted an order to Berg's Hobbies in Parramatta for some Australian made rolling stock kits. On Wednesday 14th, the required kits arrived. This sort of service reflects credit on the hobby shop. Berg's Hobbies are also to be congratulated for their enterprise in arranging for the manufacture and import of the two brass locos already issued. One feature of these locos that particularly pleases me is the reliability of their electrical pick up — no trace of dirt has yet formed on any of the wheels of my Berg locos. This cannot be said about all imported locos running under the same conditions, even the Rolls Royce of model equipment, Tenshodo.

One particular objection I have is the advertising of stock which is not currently available, nor likely to be so. I realise the need to take orders in advance for some more expensive and specialised equipment but I refer particularly to bread and butter lines. The English model press has been filled with the same sort of criticism in recent years. Can we avoid falling into the same errors here?

2. You should have already received a further article contributed by myself. Another, written as far back as 1963, is at last nearly ready and will be on the way soon. I am disappointed that we never see the names of some of the contributors of earlier years now. How about it?

4. I hope this letter provides some sort of "feedback". I would be very sorry to think that lack of support in any of the fields mentioned by you could threaten the life of a magazine which has served the hobby so well in the country.

C.H. PRATTEN
"Koolewong"
Borenore, NSW

Sir,

I enjoyed the recent Model Railway Exhibition at the Sydney Town Hall, however there are a few small points I would like to raise.

Firstly, while lineside details were reasonably realistic, the locomotives lacked some fine details. For example, I don't think that I saw one locomotive fitted with a smoke unit, which adds just an extra touch of realism. I was pleased to see a model C.32 loco with a glowing firebox, which although being a bit too bright, did improve the realism. Also few locomotives had crews.

Secondly, the composition of the trains and the motive power could be improved. For instance, I saw a Garrett loco, with about six goods wagons, while a D.50 loco was hauling about twelve; although occuring on the prototype, more enjoyment could be had by seeing a long goods, being double headed, by a Garrett and a D.50, providing they don't affect the power supply.

Concerning the composition of the train, I am sure a long string of coal or other miscellaneous wagons, would be more interesting than a train of flexi-vans, which are not as interesting to look at.

The appearance of passenger trains was pleasing, except for the lack of interior seating and passengers, which add to the realism.

Correctly signalled layouts were rare, except for the automatic two-aspect signals. A few semaphores, and dwarf signals, even if they were dummies, may look better than nothing. I hope that these points will be thought over by the model railway clubs.

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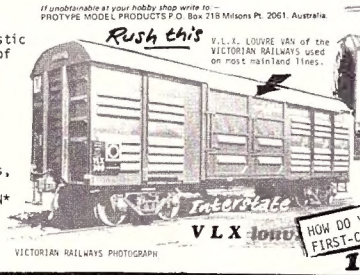

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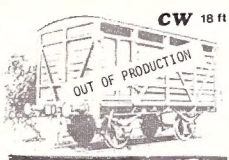
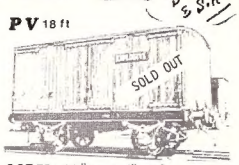
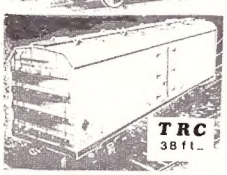


CW 18 ft



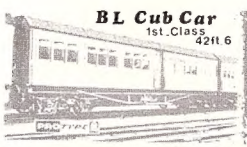
PV 18 ft

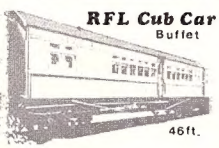
LLV & GLV PROTYPE
45 ft.


TRC 38 ft.

MLV with "parasol" roof 36 ft.

SEE YOUR STORE FOR STOCK


BL Cub Car 1st. Class 42ft 6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46ft.

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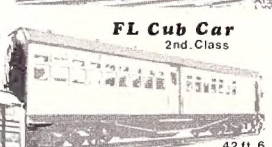
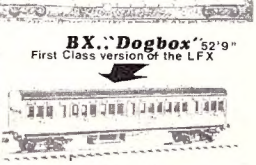

FL Cub Car 2nd. Class
42ft 6

HFL Cub Car 46 ft. Guards & 2nd. Class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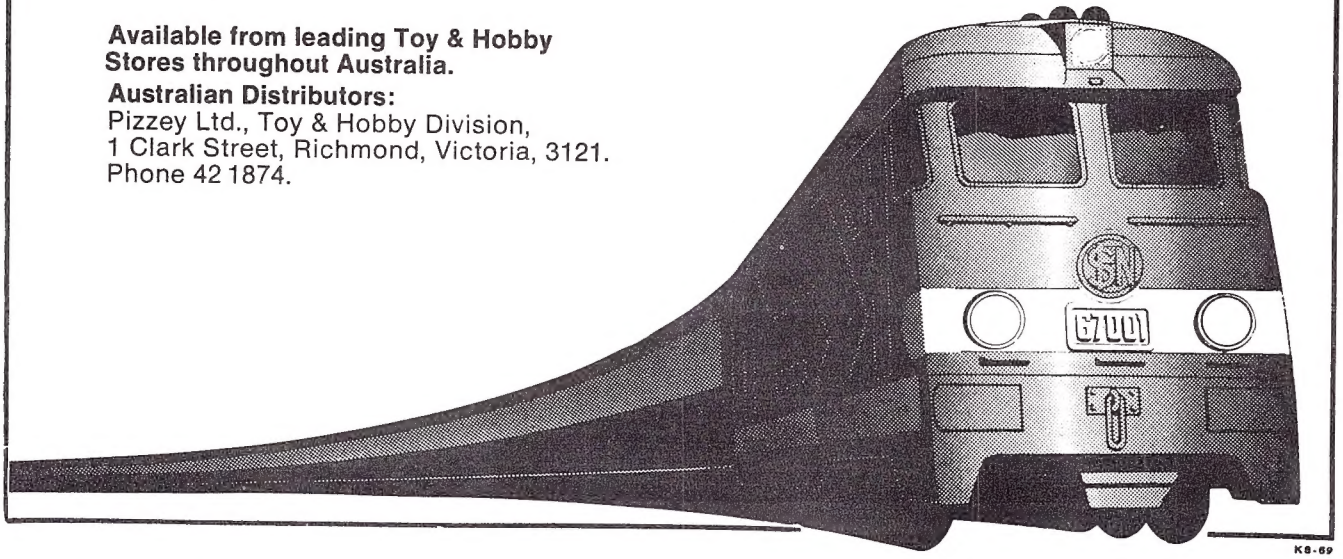

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DERAILMENTS CAUSING SERIOUS CONCERN

Border Morning Mail

ALBURY, TUESDAY, APRIL 21, 1964 'Phone 1451. Price 4d.

RAILS FLY IN DERAILMENT

By Malcolm Elder)

and there was . . . Another mishap

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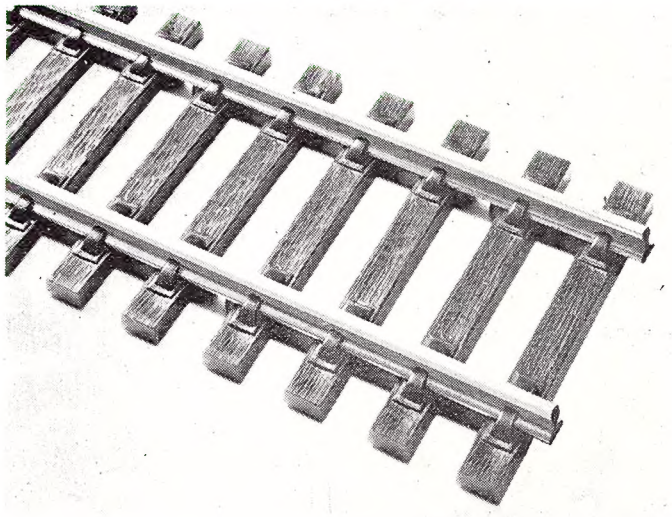
Change to PECO STREAMLINE TRACK

in HO/OO, N, O & 00-9 Gauges



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HO/OO

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TRACK & ALLIED ITEMS

SL-300X	Steamline Track, Nickel Silver Rail, Plastic wood-grained sleepers, plastic lugs hold rail firmly in place, fully flexible. 1 yard	1.00
SL310X	Metal Rail Joiners, give a firm fit and good electrical bond Pkt of 24	.40
SL-311	Insulating Rail Joiners, for use where an electrical "gap" is required. Pkt. of 12	.35
SL-330	Decouplers, brown plastic Pair	.55
SL-340	Rail built Buffer Stop Kit (Clip to track) Two	.35

The best known of all Flexible Tracks is PECO, for wherever Model Railways run — there is PECO! The Flexible Track is supported by a wide range of accessories, which you may see at a great many hobby, sports and toy shops in Australia. Whether your choice be HO/OO or N or 9mm Narrow Gauge or O Gauge, you have the family likeness in track with its Australian sleeper spacing.

If your dealer is stumped, he is invited to, or you may, write to us for supplies.

AUSTRALIAN MODEL CRAFT CO.,

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